

60130-984

**IN THE ABSTRACT**

Motorized reduction gear intended for functional equipment of a vehicle, comprising a rotor provided with a rotor shaft bearing a commutator, and a reduction gearbox containing a gearwheel engaged with a worm belonging to the shaft, and also a magnetic ring mounted on the shaft in order that the number of shaft rotations can be counted, characterized in that the magnetic ring is attached to the commutator. The ring can be attached in various ways, for example by overmolding on the body, the ring lying over virtually the entire length of the body and the hooks for retaining the electrical connection of the rotor being attached to the magnetic ring. The attachment of the ring directly on the commutator, of which it forms an integral part, makes it possible to ensure reliable and lasting retention of the ring.

**IN THE CLAIMS**

8. (AMENDED) The motorized reduction gear as recited in claim 4 wherein said end of said commutator is free of hooks.

**REMARKS**

The Advisory Action mailed February 26, 2003 states that for purposes of Appeal, the proposed amendments will not be entered. However, a comment to the Advisory Action states that the amended title would have overcome the objection to the title and the amended claim 8 would have overcome the minor objection to the claim. Applicant has resubmitted the amendments to the title, to the Abstract, and to claim 8.

Claims 1, 4, 5 and 8 stand rejected under 35 USC 102(b) as being anticipated by Schechinger. Schechinger does not disclose a magnetic ring attached to an outer surface of a commutator as required by Applicant's claims. Schechinger discloses a drive device having a magnetic wheel 34 that is either spaced from a commutator 15 or contacts an edge of the commutator 15. Applicant's claims require that the magnetic ring is attached to an outer surface of a commutator. The outer surface is claimed as being the surface opposite to the surface of the commutator mounted on a shaft. In Schechinger, the magnetic ring 34 is not attached on this

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surface, but rather is pressed against an edge of the commutator 15 as shown in Figure 2. The edge of the commutator 15 is not opposite to the surface of the commutator 15 mounted on the shaft as required by Applicant's claims. Additionally, Applicant's claims require that the magnetic ring is attached to the outer surface of the commutator. In Scheshinger, as disclosed on page 4, lines 2-3, the magnet wheel 34a is pressed against the commutator 15, and is not disclosed as being attached to the commutator 15 as required by Applicant's claims. Scheshinger does not anticipate Applicant's claims, and Applicant requests that the rejection be withdrawn.

Additionally, claims 4 and 5 requires a magnetic ring housed in an annular recess at an end of the commutator. Scheshinger does not disclose that the commutator includes any annular recess at an end of the commutator that houses a magnetic ring. As previously stated, the magnetic ring does not contact an outer surface of the commutator. Claims 4 and 5 are further not anticipated.

Thus, claims 1, 4, 5 and 8 are in condition for allowance. Applicant has filed a Notice of Appeal herewith. Therefore, favorable reconsideration and allowance of this application is respectfully requested.

Respectfully submitted,

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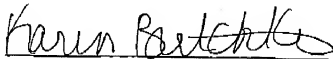
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**MARKED UP VERSION SHOWING CHANGES MADE****IN THE SPECIFICATION**

Please amend the title of the invention:

**A MOTORIZED REDUCTION GEAR WITH A COMMUTATOR HAVING AN  
INTEGRAL MAGNETIC RING [FOR FUNCTIONAL EQUIPMENT OF A VEHICLE]**

**IN THE ABSTRACT**

Motorized reduction gear intended for functional equipment of a vehicle, comprising a rotor provided with a rotor shaft bearing a commutator, and a reduction gearbox containing a gearwheel engaged with a worm belonging to the shaft, and also a magnetic ring mounted on the shaft in order that the number of shaft rotations can be counted, characterized in that the magnetic ring is attached to the commutator. The ring can be attached in various ways, for example by overmolding on the body, the ring lying over virtually the entire length of the body and the hooks for retaining the electrical connection of the rotor being attached to the magnetic ring. The attachment of the ring directly on the commutator [communicator], of which it forms an integral part, makes it possible to ensure reliable and lasting retention of the ring.

**IN THE CLAIMS**

8. (AMENDED) The motorized reduction gear as recited in claim 4 wherein said end of said [sid] commutator is free of hooks.